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Lake Stevens Center



Subarea Plan

ADOPTED SEPTEMBER 24, 2012

Ordinance No. 875

Contents

- I. Introduction 1
 - A. Planning Process..... 1
 - B. Public Process Summary..... 1
 - 1. Early Public Review 2
 - 2. Environmental Impact Statement Process 2
 - 3. Subarea Plan and Associated Documents 2
 - 4. Economic Development 3
 - C. Plan Area 4
 - D. Purpose & Authority..... 4
 - E. Existing Conditions 5
- II. Economic Development..... 6
 - A. Economic Growth Strategy..... 6
 - B. Retail Capture Opportunities & Retail Destination 6
 - C. Tourism..... 7
- III. Community Vision 8
 - A. Vision 8
 - B. Objectives 8
- IV. Plan Concept..... 9
 - A. Alternatives and Preferred Alternative 9
 - B. Land Use Map 10
 - C. Zoning Map..... 11
- V. Plan Elements 12
 - A. Goals and Policies 12
 - 1. Community Character 12
 - 2. Livable Places & Housing 14
 - 3. Land Use & Intensity..... 17
 - 4. Circulation & Mobility..... 18
 - 5. Sustainability& Natural Resources 21
 - 6. Public Places & Community Facilities 22
- VI. Development Typologies, Layered Street Network, and Trails.....23
 - A. Building Typologies23
 - 1. Retail23
 - 2. Office24
 - 3. Mixed-Use25
 - 4. Multifamily Residential26
 - B. Layered Transportation Network.....27
 - 1. Layered Street Network27
 - 2. Alternative Measures of Transportation Performance29
 - C. Trail Network29
 - 1. Multi-use trail.....29
 - 2. Pedestrian trails30
- VII. Implementation.....31
 - A. Market and Promotion.....31
 - B. Partnerships31
 - C. Gateways and Wayfinding31
- VIII. Associated Documents.....31
 - A. Zoning31
 - B. Design Guidelines.....31
 - C. Capital Improvement Plan31
 - D. Environmental Impact Statement (EIS) and Planned Action Ordinance.....32
 - E. Planned Action Submittal Packet.....32

Figures and Tables

<i>Figure 1.1 Public meeting</i>	1	<i>Figure 5.15 Example of a well-designed public crossing</i>	20
<i>Figure 1.2 Lake Stevens Center aerial</i>	4	<i>Figure 5.16 Well-designed public trail that could connect different neighborhoods, districts, or city</i>	20
<i>Figure 1.3 Transit Center</i>	5	<i>Figure 5.17 Public transit facility</i>	21
<i>Table 4.1 Summary of growth assumptions for EIS alternatives</i>	9	<i>Figure 6.1 Rendering of large-scale store with abundant landscaping</i>	23
<i>Figure 4.1 Lake Stevens Center Preferred Alternative/Alternative 2</i>	9	<i>Figure 6.2 Well-designed large-scale and smaller scaled stores</i>	23
<i>Table 4.2 Summary of acreage for land use designations</i>	10	<i>Figure 6.3 Rendering of a medium sized store</i>	24
<i>Figure 4.2 Lake Stevens Center Subarea Land Use Map</i>	10	<i>Figure 6.4 Examples of main street storefronts</i>	24
<i>Table 4.3 Summary of acreage for zoning districts</i>	11	<i>Figure 6.5 Illustration of a multistory office building</i>	24
<i>Figure 4.3 Lake Stevens Center Subarea Zoning Map</i>	11	<i>Figure 6.6 Illustration of a low-rise office building</i>	25
<i>Figure 5.1 District identity</i>	12	<i>Figure 6.7 Illustration of a mixed-use office building</i>	25
<i>Figure 5.2 Example of distinctive gateway treatment</i>	12	<i>Figure 6.8 Photo of Residential over Retail building</i>	26
<i>Figure 5.3 Example of high quality design</i>	13	<i>Figure 6.9 Photo of Office over Retail building</i>	26
<i>Figure 5.4 Example of high quality streetscape</i>	13	<i>Figure 6.10 Illustration of a multifamily housing complex</i>	27
<i>Figure 5.5 Example of a high quality and prominent public building</i>	14	<i>Figure 6.11 Examples of a well-designed multifamily housing</i>	27
<i>Figure 5.6 Example that emphasizes a strong community character</i>	14	<i>Figure 6.12 Possible Main Street section</i>	27
<i>Figure 5.7 Example of a high quality transit-oriented development</i>	15	<i>Figure 6.13 Possible Urban Avenue section</i>	28
<i>Figure 5.8 Example of a neighborhood public place</i>	15	<i>Figure 6.14 Possible Local Street section</i>	28
<i>Figure 5.9 Example of a distinctive lighting with cut-off shield</i>	16	<i>Figure 6.15 Possible School Connection Street section</i>	28
<i>Figure 5.10 Well-designed high-density residential housing</i>	16	<i>Figure 6.16 Possible Bicycle Focused Urban Avenue section</i>	29
<i>Figure 5.11 Example of a high quality multistory commercial building</i>	17	<i>Figure 6.17 Possible Bicycle Focused Local Street section</i>	29
<i>Figure 5.12 Layered Street Network</i>	18	<i>Figure 6.18 Multi-use trail cross-section</i>	29
<i>Figure 5.13 Possible roundabout on 91st Avenue NE between Market Street (bottom of photo) and SR 204 (off photo to north)</i>	19	<i>Figure 6.19 Pedestrian trail cross-section</i>	30
<i>Figure 5.14 Possible mini-roundabout on 99th Avenue NE south of Market Street (top of photo)</i>	19	<i>Figure 6.20 Soft trail cross-section</i>	30

I. Introduction

A. Planning Process

The Lake Stevens Center subarea plan is a key tool for the city to revitalize and expand its core retail area. Specifically the plan will create a framework to refine the area’s land uses and zoning; analyze required improvements to the street network and other capital facilities; establish a vision for upgrading the aesthetic environment; and to help attract new businesses and residents. The plan’s vision for revitalization provides the foundation for developing a planned action, establishing regulations and standards, and identifying desired outcomes necessary to realize the overall vision for the Lake Stevens Center and direct its subsequent redevelopment. Additionally, the plan will provide conceptual guidance as to the intent of subsequent regulations and actions.

The subarea planning process for the Lake Stevens Center grew out of a vision expressed in the City’s Comprehensive Plan to establish concentrated growth centers to receive the majority of future employment, retail, and housing growth. The City had a consultant team prepare separate economic assessment and economic development reports (Leland Consulting Group & LMN Architects, 2011a and 2011b). The economic assessment evaluated the opportunities and constraints associated with each growth center. For the Lake Stevens Center, the assessment identified the potential to improve and upgrade the center’s appearance and circulation in the near-term, which would set the stage for added and revitalized retail, office, and residential development over the long term. The Economic Development Strategy identified that significant retail “leakage” was occurring (i.e., consumers were travelling outside the City for retail purposes) and that the City has an opportunity to attract new retail development and capture this retail spending based on its demographics, location and quality of life.

In early 2011, the city initiated a public outreach and visioning effort to solicit opinion and comment from different stakeholders including the public, business interests, elected and appointed officials, and affected agencies through several public workshops and open houses (illustrated in Figure 1.1). Stakeholder comments have guided the plan’s formation and focus. Concurrently, the city has been developing a Planned Action Environmental Impact Statement that analyzes potential impacts of the plan on the built and natural environment and outlines appropriate mitigation for identified impacts. The Planned Action will set the parameters for future development and provide a streamlined permitting process.



Figure 1.1 Public meeting

B. Public Process Summary

The City of Lake Stevens engaged the public consistently throughout the Subarea Planning and Planned Action process for the Lake Stevens Center. The Subarea Planning Process began in January 2011. The City notified residents and relevant organizations and agencies at the beginning of the project and sought their input throughout the visioning, planning and adoption process of the subarea plan, planned actions, and associated documents.

1. Early Public Review

The City completed an integrated SEPA/GMA review process for the Subarea Planning Process. Early public review included two Visioning Workshops on March 29, 2011 for both subareas and a joint Scoping Meeting for the subarea Environmental Impact Statements on July 14, 2011.

2. Environmental Impact Statement Process

The EIS process included numerous public meetings with the Planning Commission and City Council. A summary of meetings follows.

Scoping Meeting

- July 14, 2011 Lake Stevens Center & 20th Street SE Corridor Subareas Environmental Impact Statements

Noticing and Document Issuance Dates

- June 28, 2011 Determination of Significance and Request for comments on the Scope of the Environmental Impact Statement for Lake Stevens Center and 20th Street SE Corridor (Scoping Comment Period: June 28 to July 14, 2011)
- December 27, 2011 Notice of Publication and Availability of Draft EIS for Lake Stevens Center
- July 27, 2012 Notice of Publication and Availability of Final EIS for Lake Stevens Center

Public Meetings

- January 12, 2012 Lake Stevens Center DEIS

City Council

- September 26, 2011 Subarea Plan/EIS Draft Alternatives
- January 9, 2012 Lake Stevens Center DEIS
- April 23, 2012 Joint meeting with Planning Commission to discuss Preferred Alternatives
- May 7, 2012 Preferred Alternatives

- May 14, 2012 Preferred Alternatives

Planning Commission

- February 1, 2012 Lake Stevens Center DEIS
- April 23, 2012 Joint meeting with CC to discuss Preferred Alternatives
- May 2, 2012 Preferred Alternatives

3. Subarea Plan and Associated Documents

As noted above, the subarea planning process began in January 2011 and continued through mid-2012. The combined final adoption package, for both subareas, included two subarea plans, two planned action ordinances, subarea development regulations, subarea design guidelines, comprehensive plan amendments, land use map amendments, code amendments and amendments to the Official Zoning Map. The draft documents were submitted to the Washington State Department of Commerce for the required 60-day review on July 6, 2012.

There has been continuous and open communication with both residents and the business community throughout the Subarea Planning Process. The Lake Stevens Journal and Everett Herald have published notices and articles related to the subarea plans. The City sent has sent postcards noticing the proposed rezones in June 2012 and the public hearings at the Planning Commission and City Council in July 2012. Staff also posted signs in areas where the zoning changes would occur. In addition, notices for all meetings and availability of documents were sent to the Subarea Email List with over 150 names. Staff has also been at Aquafest the past two years providing information and accepting comments.

Staff has discussed the Subarea Planning Process at most City Council, Planning Commission and Park Board meetings since the beginning of the process. Staff also discussed the Subarea Planning Process with the Chamber of Commerce. Additional meetings have occurred with

current and prospective business owners, residents and other interested parties.

The City received numerous phone calls, emails and office visits from residents and property owners through the process. City staff, boards and commissions, and the Council listened to every person who provided comments or public testimony. Many people attended the various meetings. The following summary lists public opportunities to hear about the subarea plans and related documents.

Public Workshops & Open Houses

- March 29, 2011 Visioning Workshops for Lake Stevens Center and 20th Street SE Corridor
- June 20, 2012 Proposed Zoning Map Changes for Residents within Subareas
- July 18, 2012 Community Meeting for Planned Action Ordinance

City Council

- September 26, 2011 Subarea Plan / EIS Draft Alternatives
- January 23, 2012 Lake Stevens Center Subarea Plan
- May 29, 2012 Proposed Development Regulations and Design Guidelines
- June 11, 2012 Proposed Development Regulations
- June 25, 2012 Proposed Design Guidelines and Proposed Zoning and Land Use Maps
- July 9, 2012 Comprehensive Plan Amendments and Code Amendments
- July 23, 2012 Sign Code Issues
- August 27, September 10 and 24, 2012 City Council Public Hearings for Final Adoption

Planning Commission

- September 7, 2011 Subarea Plan

- October 5, 2011 Subarea Plan
- June 20, 2012 Proposed Design Guidelines and Proposed Development Regulations
- July 18, 2012 Proposed Design Guidelines and Proposed Development Regulations (continued)
- August 1 and 15, 2012 Planning Commission Public Hearings for comments and recommendation to Council on Final Adoption

Park Board

- January 25, 2011 Subarea Planning – Park Board Role
- March 22 & May 24, 2011 Subarea Visioning
- January 24, 2012 Draft Lake Stevens Center and 20th Street SE Corridor Environmental Impact Statements
- July 31, 2012 Discussed Preferred Alternative and publication of FEIS.

Design Review Board

- June 05, 2012 Subarea Plans and Design Guidelines

4. Economic Development

City staff, management, Economic Development Specialist, and the Mayor met with current residents, business owners, large property owners, potential business owners, and other interested parties about the potential for development in both subareas. All public meetings and open houses had a separate list for property owners interested in speaking with the Economic Development Specialist. Large commercial and businesses developers were contacted to discuss the potential properties for future development and explain how the planned action designation would benefit development in the subareas.

C. Plan Area

Lake Stevens Center encompasses approximately 359 acres of land centered across the intersection of highways SR-9 and SR-204, as shown in Figure 1.2. The study area extends to Lundeen Park Way on the north and west, 2nd Street SE on the south, and Springbrook Road, 98th Drive and 103rd Ave NE on the east. The study area lies atop a relatively level terrace. The land east of the study area slopes toward Lake Stevens and the land to the west slopes toward Ebey Slough. Scenic elements include the Olympic Mountains to the west, Lake Stevens and the Cascades to the east, and the Cascades to the north.

D. Purpose & Authority

To help realize its economic strategy, the City is developing a subarea plan for the Lake Stevens Center, as authorized under the Revised Code of Washington (RCW) 36.70A.080, to promote balanced development in this growth center and to support the revitalization of the City’s core retail area. The City will adopt the subarea plan as a supplementary document to the City’s Comprehensive Plan. The subarea plan will identify the land use goals and policies for the area that in turn will frame the regulatory development regulations attached as appendices. The plan will also be the primary mechanism to identify actions and capital investments necessary to implement the plan. The City will adopt the Lake Stevens Center Subarea Plan in accordance with the Lake Stevens Comprehensive Plan and incorporate associated regulations as part of the municipal code. The City will also adopt subarea plan as a planned action. A planned action is a tool that cities can use to provide regulatory certainty and encourage economic development, as allowed under the State Environmental Policy Act (RCW 43.21C.031 and WAC 197-11-164). Performing early environmental review as part of a subarea plan will streamline SEPA review for subsequent projects that are consistent with the plan.



Figure 1.2 Lake Stevens Center aerial

E. Existing Conditions

The Lake Stevens Center is a highly developed part of the city with many existing urban amenities. The visual character of the Lake Stevens Center is a product of the existing street network and transportation facilities, built environment (scale and type of structures), topography and natural features, and an electric transmission corridor. From an aesthetic perspective, the subarea and adjacent areas do not possess cohesive architecture and site design and are not distinctive in character.

The Lake Stevens Center includes multiple commercial retail complexes that act as a small regional center for eastern Snohomish County. Commercial uses comprise nearly 22 percent of the study area. Existing development includes approximately 680,000 gross square feet of retail development, and 230,000 gross square feet of office development (Leland Consulting Group, 2011). Most of the commercial uses are auto-oriented. General commercial uses in the vicinity include strip malls with small-sized tenants, mid-sized junior anchors, grocery stores, convenience stores, restaurants, gas stations, and one big-box retailer. Other uses include medical and professional office uses and some limited light industrial uses (e.g., storage facilities, limited manufacturing, and some auto repair uses).

Residential uses, located adjacent to the commercial areas, include single-family and multifamily developments in addition to a mobile home park. Combined residential uses total almost 52 percent of the study area, with the majority of the area devoted to single-family uses followed by multifamily. Current gross density of the subarea is approximately 2.4 dwelling units per acre. Based on the City's current average household size of 2.87 persons per household, the current population for the study area is approximately 2,442, which represents 9.2 percent of the City's total population.

The study area also has a relatively large amount of utility and civic/government uses. Utilities include power transmission lines and detention facilities. The largest contiguous utility tract is located west

of SR-9 and includes a large electrical transmission line. Civic and government uses include a transit facility, fire district offices, schools, and other City or County owned properties and facilities. Combined, these categories add up to approximately 15 percent of the area.

The subarea enjoys excellent transportation access because of the intersections of two regional highways, notably SR-9 and SR-204. The local road network is limited, due to existing large commercially zoned parcels and the residential subdivisions. Traffic congestion is light to moderate during the AM and PM peak hours. However, SR-9/Lundeen Parkway and SR-9/SR-204 experience increased congestion during the afternoon. Volumes are also high during the morning peak hour, particularly along southbound SR-9. Other elements of the circulation and transportation network include public transit, pedestrian, and bicycle facilities. With the exception of Lundeen Parkway and Market Place, the pedestrian and bicycle network is fairly disjointed. Many roads have wide shoulders that may accommodate pedestrians or bicyclists, but do not provide dedicated facilities. Due to the piecemeal nature of past development, many sidewalks do not connect to any other facilities. Community Transit provides bus service and operates a transit center with the subarea (Figure 1.3). Bus service targets commute trips to employment centers; however, service is relatively infrequent. There is ample parking in the Lake Stevens Center area due to the extensive commercial uses. Many parking lots never reach capacity, which indicates that less land could be devoted to parking.



Figure 1.3 Transit Center

There are approximately 24 undeveloped acres of land scattered throughout the subarea, excluding utility areas and non-developable tracts, such as native growth protection areas and private easements. The subarea also includes nearly 28 acres of wetlands, but has relatively few other critical areas or any identified protected species. As identified in the Comprehensive Plan, the current zoning configuration and small amount of undeveloped land in the study area limits the potential for single-family infill development. However, there is potential for redevelopment of larger commercial parcels, increased employment, and denser housing.

II. Economic Development

A. Economic Growth Strategy

The City's Comprehensive Plan notes that Lake Stevens has a relatively low job to housing balance, meaning that people that live here generally have to commute to other areas for employment. As noted, the City's growth strategy envisions residential and employment growth occurring in "growth centers," with available infrastructure and services to increase employment, improve the jobs to housing balance citywide, conserve environmental resources, and provide efficient services and facilities. This growth strategy presumes that there will be complimentary services available throughout the three growth centers: Downtown Lake Stevens, the 20th Street SE Corridor, and the Lake Stevens Center. Under this scheme, each center will fill a slightly different function citywide and/or regionally, but will also cater to the needs of the immediate population in the area.

According to Leland Consulting Group and LMN architects, Lake Stevens' residents travel widely for work, with Everett being the primary employment destination; in addition, a significant number of employees travel further, to Seattle, Bellevue, and other locations (LCG and LMN 2011a). This fact underpins the need for the City to diversify its economy by promoting a balanced employment sector that increases office, and retail employment with a secondary emphasis on entertainment-oriented commercial uses and industrial uses.

Redevelopment and infill construction within the subarea would positively affect the local and regional economy. The Leland Consulting Group estimates revenue would be a balanced mix of future property tax and sales tax in addition to temporary increases related to construction costs that would benefit the local and regional economy. A diversified local economy could generate revenue for the city and provide convenient employment and shopping opportunities for residents. In addition, subarea growth would create design and construction jobs during development and positively affect supporting industries such as materials manufacturing, delivery, and sales.

B. Retail Capture Opportunities & Retail Destination

Being a crossroads for markets, the Lake Stevens Center's location favors its position for retail growth with considerable pass-through traffic from commuters to the east and north. This area can capture a greater proportion of the retail market and provide greater employment capacity for the City and surrounding secondary market. Three strategies will help attract additional retail development:

- Capture retail "leakage" (i.e., goods purchased in another market that could or should be purchased locally).
- Become a retail destination.
- Increase the City's tourism draw.

The City would like to revitalize the Lake Stevens Center appearance, improve traffic and pedestrian circulation; and expand retail, office, and residential development by enhancing the appearance of streets, sidewalks, sites, and buildings; and transforming the area into a regional center with anchor retail, a greater array of restaurants, visitor lodging, family-oriented entertainment, and public spaces. These actions will make the subarea a destination for shopping, services, dining, and entertainment.

C. Tourism

The Lake Stevens community has always had a tourism draw primarily because of the amenities offered by having a large beautiful recreational Lake. Gradually, the area transformed from a weekend and summer resort spot to a residential community with public parks and city services. In recent years, Lake Stevens has become host to many community and athletic events that bring spectators and athletes from the area, all over the country and worldwide. Many of the activities that occur in Lake Stevens also benefit the larger community, Snohomish County and the Puget Sound area.

The recreational and scenic amenities in Lake Stevens make tourism an excellent economic development opportunity generating employment, supporting business, and contributing to a vibrant economy. The following goals support tourism opportunities:

General Tourism Goals

- Protect and enhance the City's tourism assets
- Encourage and advocate for the growth and development of diverse tourism businesses that reflect the community's values and assets
- Support the natural, historic and cultural features and facilities of the Lake Stevens area as part of our economy and quality of life.
- Support and encourage outdoor recreation as a prime community asset and tourism draw.
- Support attractions such as events & festivals, performing and visual arts, sporting events and the unique qualities of Downtown Lake Stevens, shopping areas and neighborhoods.
- Identify and encourage public and/or private development of new products, services and infrastructure that attract and serve visitors.

- Support ongoing destination marketing and the development of tools that facilitate tourists' explorations of the Lake Stevens community.

General Tourism Objectives

Specific objectives and or activities that could enhance tourism opportunities include, but are not limited to the following:

1. Promote development of places to stay
2. Support uniqueness – food, retail, etc
3. Encourage entertainment and other unique destination attractions
4. Support with way-finding infrastructure – No clutter at entryways – first impressions
5. Garner support and promotion from State and county Tourism organizations
6. Tourism focus downtown with support and encouragement from the other areas
7. Consider a Visitor's Information Center that is unique and attractive, not generic
8. Get passers-by to stop to spend new money into the community
9. Support efforts and activities to keep them here longer

The City may consider developing a more targeted tourism strategy and action plan at a later time.

III. Community Vision

A. Vision

The City intends to provide a framework for the development of the Lake Stevens Center through this planning effort. The primary impetus of the subarea plan is to influence the revitalization of the City’s retail core positively and to bestow a renewed vitality, purpose and character to the district that capitalizes on the existing infrastructure and natural setting that offers views of the lake and mountains. The subarea plan will guide the transformation of the area into a regional retail center by adding or improving retail and office complexes in distinctive commercial /mixed-use nodes balanced with higher density residential housing opportunities available to all residents. New development will be bound to high-quality design and development standards to sustain a positive development atmosphere and community image.

The objectives, goals, and policies of the Lake Stevens Center Subarea Plan echo the City’s overall vision to ensure that development is sensitive to the natural environment, and that future development considers sustainable approaches to development and mitigates any related impacts.

B. Objectives

Comprehensive Plan policies and the recommendations identified in the *Economic Assessment Report* and *Retail Forecast and Leakage Analysis*, discussed previously provide a basis for defining the objectives for the Lake Stevens Center Subarea Plan. In turn, the subarea plan objectives provide a foundation for developing and evaluating the plan’s land use alternatives. The following description outlines an overall vision for the redevelopment of the Lake Stevens Center over a 10-20 year planning period.

- Promote economic development and balanced jobs and housing.

- Recognize and strengthen Lake Stevens Center as an important crossroad for commerce for communities along SR-9.
- Transform the area into a regional center with anchor retail, mixed-use nodes, restaurants, visitor lodging, family-oriented entertainment, professional services and public spaces, utilized by the local and regional community.
- Redevelop existing commercial and retail land uses from auto-oriented, strip commercial retail.
- Encourage infill, greater intensity and redevelopment where older buildings have outlived their economic life and look for opportunities to upgrade older properties into places where people can live as well as conduct business.
- Incorporate mixed-use residential buildings with ground-floor retail or office that allow people to work within walking distance of their homes.
- Promote the creation of a traditional “main street” along 91st Avenue NE that features pedestrian-oriented land uses, amenities and landscaping.
- Upgrade the transportation network to ensure that multiple modes of travel have effective circulation and access to destinations.
- Enhance the appearance of streets, sidewalks, sites, and buildings through the development of effective development regulations, guidelines, and standards to create a welcoming entry to the community.
- Protect important environmental resources.
- Strengthen attributes that reflect Lake Stevens as a distinct, unified community.
- Create an incentive for redevelopment through a SEPA Planned Action.

IV. Plan Concept

A. Alternatives and Preferred Alternative

The draft Environmental Impact Statement (EIS) considered three land use alternatives (Table 4.1). The action alternatives considered varying intensities of employment growth, economic diversification, and residential growth within the Lake Stevens Center. The Lake Stevens City Council selected Alternative 2 as the preferred land use alternative.

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing (Dwelling Units)
Alternative 1 – No Action	50,000- 60,000	30,000- 40,000	100- 120
Alternative 2 – Center Revitalization	140,000- 150,000	140,000- 150,000	180- 200
Alternative 3 – Residential & Retail Emphasis	140,000- 150,000	100,000- 120,000	500- 600

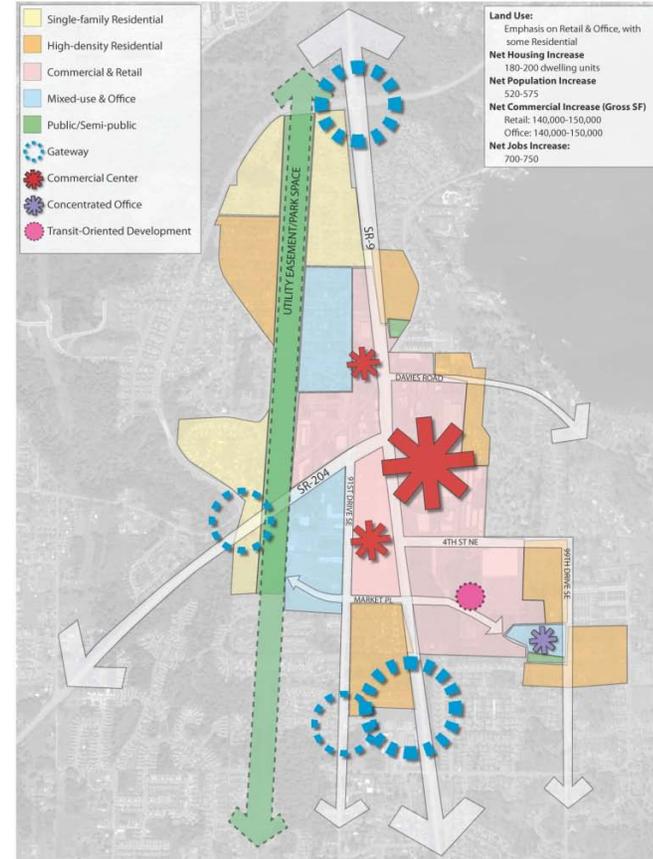
Table 4.1 Summary of growth assumptions for EIS alternatives

Alternative 2 – Center Revitalization

The Preferred Alternative/Alternative 2 concept map (Figure 4.1)

Alternative 2, emphasizes retail and employment growth and significant redevelopment in the subarea focused in existing or expanded centers and mixed-use areas alongside some higher-density residential growth along the periphery of the subarea to provide a transition to existing single-family neighborhoods. New and amended development regulations will address the mix, density, scale and form of planned development. Under the preferred alternative, the City designates the Lake Stevens Center as a planned action to encourage

economic development and streamline SEPA review for projects consistent with the subarea plan and the EIS.



LSC Preferred Alternative: Center Revitalization

July 2012



Figure 4.1 Preferred Alternative/Alternative 2 – Center Revitalization

B. Land Use Map

Based on the plan concept map (Figure 4.1) and capacity estimates (Table 4.1), the city assigned land use designations to all parcels within the subarea, illustrated in the Lake Stevens Center Subarea Land Use Map (Figure 4.2). Generally, the land use designations are comparable to pre-subarea designations. Some notable differences include the use of the Mixed Use (MU) designation in several areas. Establishing MU areas implements some of the planning goals for balanced housing and employment, live/work options, and developing a “Main Street” along 91st Ave NE. The High Density Residential (HDR) designation expanded to some existing higher density single-family properties west of the powerline easement. This change reflects the actual land uses. The Public /Semi Public (P/SP) designation and zone also expanded to include additional governmental and utility owned parcels within the subarea. A more general Commercial designation (COM) has replaced the Sub-regional Commercial (SRC) designation. The area dedicated to the COM designation is less than the former SRC designation to accommodate the mixed-use areas. Table 4.2 shows approximate acreages for the subarea’s land use designations.

Land Use Designation	Acres
Medium Density Residential	79.5
High Density Residential	65
Commercial	120
Mixed Use	63
Public/Semi-Public	32

Table 4.2 Summary of acreage for land use designations

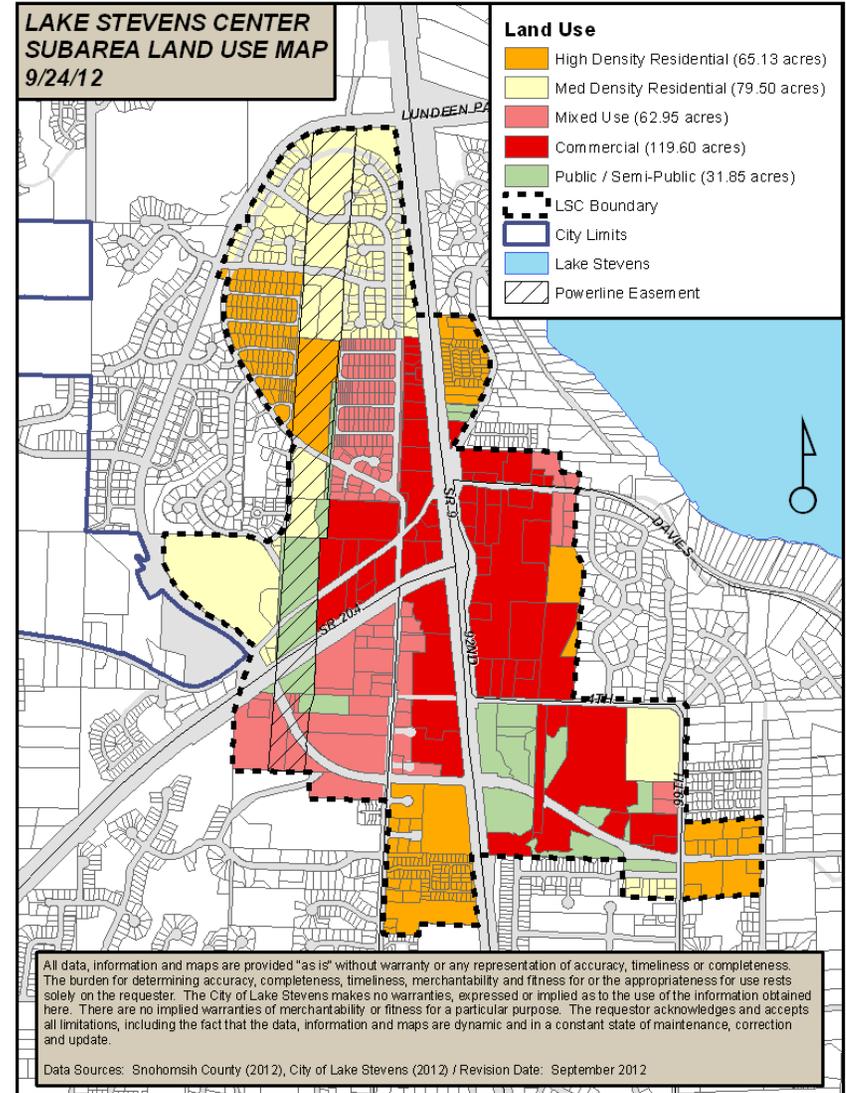


Figure 4.2 Lake Stevens Center Subarea Land Use Map

C. Zoning Map

Some new and modified zoning districts will be used in the Lake Stevens Center to reflect the unique array of uses envisioned for this subarea. The proposed zoning districts, as shown in Figure 4.3, reflect the distribution of land use designations found in the Lake Stevens Center Subarea Land Use Map (Figure 4.2). Some of the Urban Residential properties, west of the powerline easement, were redesignated High Urban Residential (HUR) to reflect actual land uses. Additionally, some properties, previously zoned Multifamily Residential (MFR), were rezoned as HUR – the new zone provides greater flexibility in housing options. The Commercial District (CD) and Business District (BD) have replaced the Sub-regional Commercial (SRC) zone. The largest change is the establishment of two new mixed-used districts. The Mixed-Use Neighborhood (MUN) appears in many areas adjacent to the CD. The MUN district emphasizes primarily higher density residences with ground level or street front commercial uses. The second mixed-use zone is the Main Street district (MS). This district emphasizes an intensive blend of commercial and residential uses in pedestrian-oriented multistory structures. Table 4.3 shows approximate acreages for the land use designations.

Zoning District	Acres
Urban Residential	79
High Urban Residential	65
Business District	5
Commercial District	116
Mixed-Use Neighborhood	30
Main Street	33
Public/Semi-Public	32

Table 4.3 Summary of acreage for zoning districts

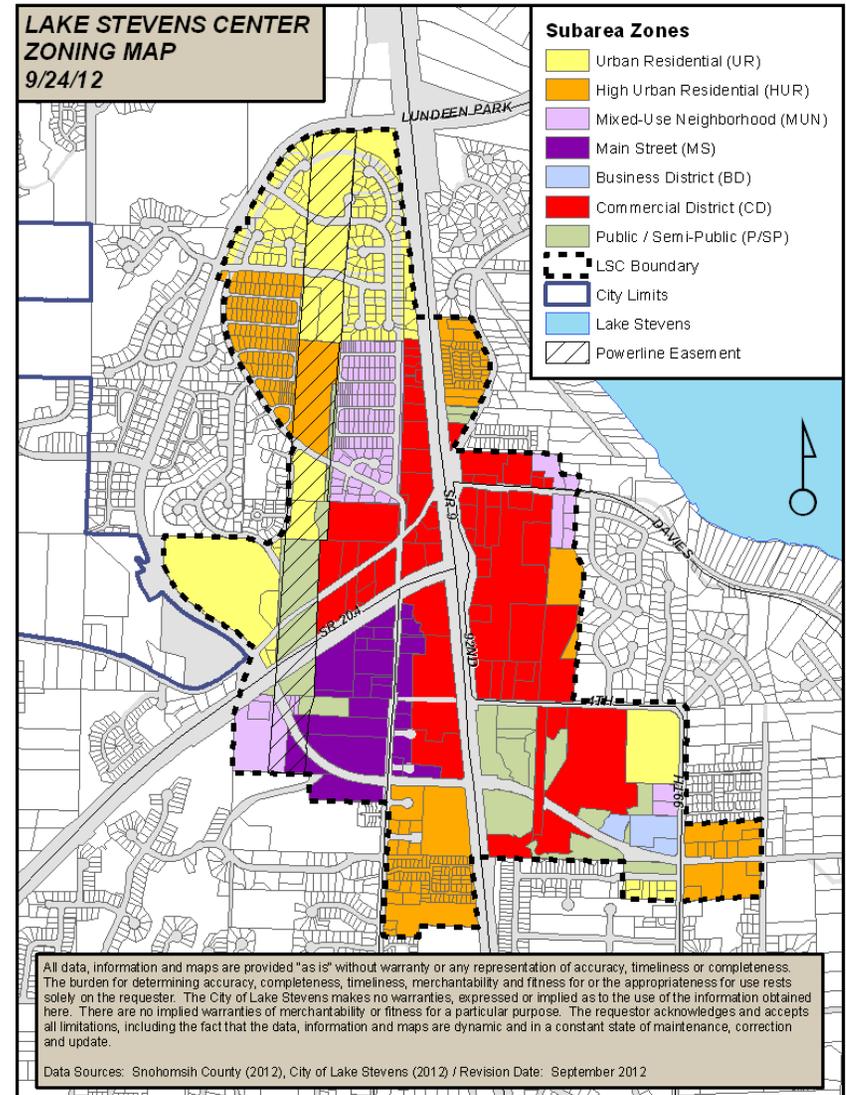


Figure 4.3 Lake Stevens Center Subarea Zoning Map

V. Plan Elements

A. Goals and Policies

1. Community Character

The existing subarea is a relatively mature district, dominated by single-story retail uses, mixed with some office buildings and some older housing units with virtually no public spaces. Its character is confusing and restricted by the two highways and a handful of larger facilities limiting safe or comfortable walking. The streets themselves are disconnected and disorienting. There is a major transit center located roughly in the middle of the subarea, but its location is not very visible. The wide power line easement is largely unused. The following policies seek to enhance the image and identity of the area and its relationship to the community as illustrated in Figure 5.1.



Figure 5.1 District identity

Goals

Goal 1: Dramatically upgrade the appearance, function, identity and economic value of the area.

Policies

Policy 1.1 – District Identity

1.1.1 Assign the district a distinct name, drawing from people, events and places that are authentic to the area to imbed the district identity into the collective perception of the area.

Policy 1.2 – Gateways & Wayfinding

1.2.1 Post the district name at highly visible locations and key entrances into the district along SR-204, SR-9 and other major roads so that it is clear where the district is located.

1.2.2 Enhance gateway locations with distinctive high-quality landscaping, lighting, and signage as illustrated in Figure 5.2.

1.2.3 Develop a wayfinding system to reinforce the image of the district by incorporating unique graphic imagery easily visible from cars that identifies local destinations, such as parks, schools, the lake, city hall, etc.

- For example, street signs could have metal frames with distinctive shapes and colors.



Figure 5.2 Example of distinctive gateway treatment

Policy 1.3 – Design Guidelines for New Development

1.3.1 *New buildings and structures, while urban in function, should reflect a “Northwest character,” human scale architecture, and a welcoming aspect.*

1.3.2 *Establish a set of illustrated design guidelines that clearly define the expectations for streetscape design, site design, building design and signs that respect natural features, promote an enhanced public realm, and excellence in architecture that will appeal to high quality employers and businesses and create a livable environment compatible with adjacent land use.*

- Figure 5.3 illustrates how developers can use design effectively to establish a neighborhood’s design character.

1.3.3 *Require public and private development to be subject to design review under the adopted design guidelines and standards.*



Figure 5.3 Example of high quality design

Policy 1.4 – Incentives for Public Amenities in New Developments

1.4.1 *Develop new land use regulations, governing uses, intensities and heights that allow additional development potential in return for a development with specified public amenities.*

- *For example, specific public benefit features could include trails, green belts, park spaces, planted walkways, and green and low impact development.*

Policy 1.5 – Streetscapes

1.5.1 *Establish streetscape standards throughout the district that indicate sidewalk widths, street trees requirements, pedestrian-scale lightings, street furnishings and wayfinding signs to reinforce the design character and quality of development.*

- Figure 5.4 provides a good example of a streetscape that reinforces the neighborhood’s design character.



Figure 5.4 Example of high quality streetscape

Policy 1.6 – View Corridors

1.6.1 Consider identifying view corridors that are accessible from public spaces as a future element of the Parks and Recreation Plan.

1.6.2 Develop policies and regulations to help maintain or enhance designated views of Lake Stevens and the Olympic or Cascade Mountains.

Policy 1.7 – Landmarks

1.7.1 Encourage land use regulations that emphasize the development of highly visible and architecturally dramatic buildings near designated gateways, as well as near the intersection of SR-204 and SR-9, that reinforce activity nodes and identify the district.



Figure 5.5 Example of a high quality and prominent public building

Policy 1.8 – High Quality Public Buildings

1.8.1 Encourage public agencies, such as the City, school district, transit authority, utility districts, the State, or Snohomish County to construct public buildings with high quality design befitting the role of local or regional government, as illustrated in Figure 5.5.

- Local examples would include the School District Administration building in downtown Lake Stevens.

1.8.2 Discourage strictly utilitarian structures, regardless of the function.

2. Livable Places & Housing

The Lake Stevens Center subarea has the base to evolve into a complete and vibrant community center with a wide range of retail uses, employment and housing. It has many of the elements that would attract infill development, particularly denser urban housing, but lacks a distinctive image, public space and inviting streetscapes. The following goals and policies provide direction for enhancing the area’s livability. Figure 5.6 illustrates how to integrate different uses and define a strong community character.



Figure 5.6 Example that emphasizes a strong community character

Goals

Goal 2: Transform the subarea into a safe, complete, and vibrant district with a wide range of retail, employment, and housing uses that are mutually supportive and integrated through appropriate design requirements and zoning regulations.

Policies

Policy 2.1 – Urban Neighborhoods

2.1.1 Establish distinct neighborhoods/zones, within the subarea, that contain a variety of uses that support housing, tourism, retail and employment allowing people to live and work in the same area, with less dependency on the individual automobile.

2.1.2 Develop land use and zoning regulations that promote self-sufficient, urban neighborhoods that allow mixed-uses and higher density housing.

Policy 2.2 – Transit-Oriented Development

2.2.1 Provide at least one transit-oriented development in the subarea that can take advantage of the higher, multi-directional accessibility to and from jobs near the current transit center, as illustrated in Figure 5.7



Figure 5.7 Example of a high quality transit-oriented development

Policy 2.3 – Neighborhood Public Places

2.3.1 Provide a range of public spaces or semi-public spaces in neighborhoods and commercial developments that may include passive or active parks, plazas, courtyards, pathways, and overlooks, as illustrated in Figure 5.8.

2.3.2 Allow public spaces to be combined with storm drainage facilities with proper enhancements.



Figure 5.8 Example of a neighborhood public place

Policy 2.4 –Retail & Services

2.4.1 Encourage a broad array of shops and services that serve the immediate surrounding area, the community and regional market

2.4.2 Encourage distinct commercial and/or service oriented districts or zones that reflect a different focus of uses that support the subarea as a whole.

- For example, identify areas appropriate for intensive retail development, moderate retail development, employment, and mixed-use development.

Policy 2.5 – Community Policing through Environmental Design (CPTED)

2.5.1 Use CPTED principles to review projects, so that there are “eyes on the street” ensuring safe neighborhoods and shopping areas.

- For example, development and design regulations should give attention to safe building entrances and maintaining visibility through landscaped areas.

Policy 2.6 – Lighting

2.6.1 Develop a cohesive lighting plan for the subarea that specifies the types, designs, and locations of streetlights and parking lights to ensure a uniform collection of lights in the subarea.

2.6.2 Require all lighting fixtures to be equipped with cut-off shields to prevent light spillage onto adjacent properties and to protect night skies as shown in Figure 5.9.



Figure 5.9 Example of a distinctive lighting with cut-off shield

Policy 2.7 – Housing Choices & Density

2.7.1 Develop land use regulations that provide a wide range of possible rental and owned housing options and sizes to meet the needs of people across all income levels.

2.7.2 Encourage the creation of well-designed high-density residential housing as standalone developments or as part of mixed-use building, as illustrated in Figure 5.10.

2.7.4 Develop regulations and standards that provide a transition between more intensive areas and less intensive development.



Figure 5.10 Well-designed high-density residential housing

Policy 2.8 – Screening Less Desirable Uses & Elements

2.8.1 Establish specific screening standards for loading areas, truck staging areas, open storage, warehousing, and utility structures, where they are close to residential areas or visible to the public, as part of the design guideline and standards or zoning regulations.

2.8.2 Establish specific screening and lot development standards for screening parking lots from the public view through site design and landscaping regulations so the predominant view from the street would be of buildings and vegetation, not parking lots.

3. Land Use & Intensity

Because much of this subarea has developed over decades, most future changes would result from redevelopment. For example, it will be economically viable to redevelop some strip retail centers, approaching the end of their economic life, into higher intensity buildings to meet demands of the contemporary market place. Moreover, some areas may no longer be suitable for their current use; other uses could succeed them. For example, the best and highest use for a regional retail and employment center may not include some existing low-intensity uses. Finally, future developers could repurpose surface parking into development pads for mixed-use development. The plan envisions commercial and employment growth to occur in areas where redevelopment and infill could reasonably occur in 10 to 20 years with some areas developing earlier and others later depending upon access, market demand, and environmental factors among other variables.

The following goals and policies support the intensification of land uses in this area.

Goals

Goal 3: Encourage a mix of uses, including retail, office, entertainment, institutional, civic, tourism, and residential throughout the subarea that support the redevelopment of older properties into a more vibrant, intense and diverse center.

Policies

Policy 3.1 – Land Uses

- 3.1.1** Develop or revise existing comprehensive plan designations to support a distinct mix of land uses throughout the subarea.
- 3.1.2** Develop or revise existing zoning designations to support a distinct mix of land uses throughout the subarea.
- 3.1.3** Identify the location for use-specific nodes and centers to develop throughout the subarea over time.

- For example, the area west of SR-9 along 91st Avenue SE will emphasize mixed-use development, while the area to the east will be a more traditional retail center.

3.1.4 Land uses, densities and intensities should vary throughout the subarea.

- For example, the core of the area, centered across SR-9 and SR-204, should have the highest intensity uses; while
- Areas along the periphery of the subarea should have less intensive uses that create a transition to residential or other less intensive uses.

Policy 3.2 – Heights

3.2.1 Encourage multistory buildings within mixed-use areas, core retail areas, and multifamily developments consistent with the proposed building typologies, as illustrated in Figure 5.11.

3.2.2 Consider height increases for mixed-use areas and core retail areas for buildings that include high-quality design and public amenities or other defined incentives.



Figure 5.11 Example of a high quality multistory commercial building

4. Circulation & Mobility

This subarea should have a complete transportation system that supports all modes of travel that support a number of desired outcomes for the street network, shown in Figure 5.12, and described below:

- Develop a robust multimodal transportation system that provides choices to motorists, cyclists, and pedestrians;
- Accommodate truck traffic, through the area, with minimal effects to other modes;
- Expand public transit service to serve commuters and provide convenient access to regional destinations, retail and employment centers, schools, and residential areas;
- Provide a cost effective, efficient transportation system for both the City to construct and travelers to use;
- Link 91st Avenue and 99th Avenue to 20th Street SE; and
- Minimize climate change impacts.

Goals

Goal 4a: *Develop a complete and efficient transportation system that supports all modes of travel based on an attainable Level of Service.*

Goal 4b: *Acknowledge that designing a road network to accommodate the peak one hour of vehicle travel per day may not be economically feasible and has negative consequences for other modes of travel and the environment.*

Policies

Policy 4.1 – Layered Network and Roadway Design

4.1.1 *Provide a layered street network that prioritizes various types of travel on different roadways throughout the subarea.*

4.1.2 *New or improved streets may be of any class defined in the layered network.*

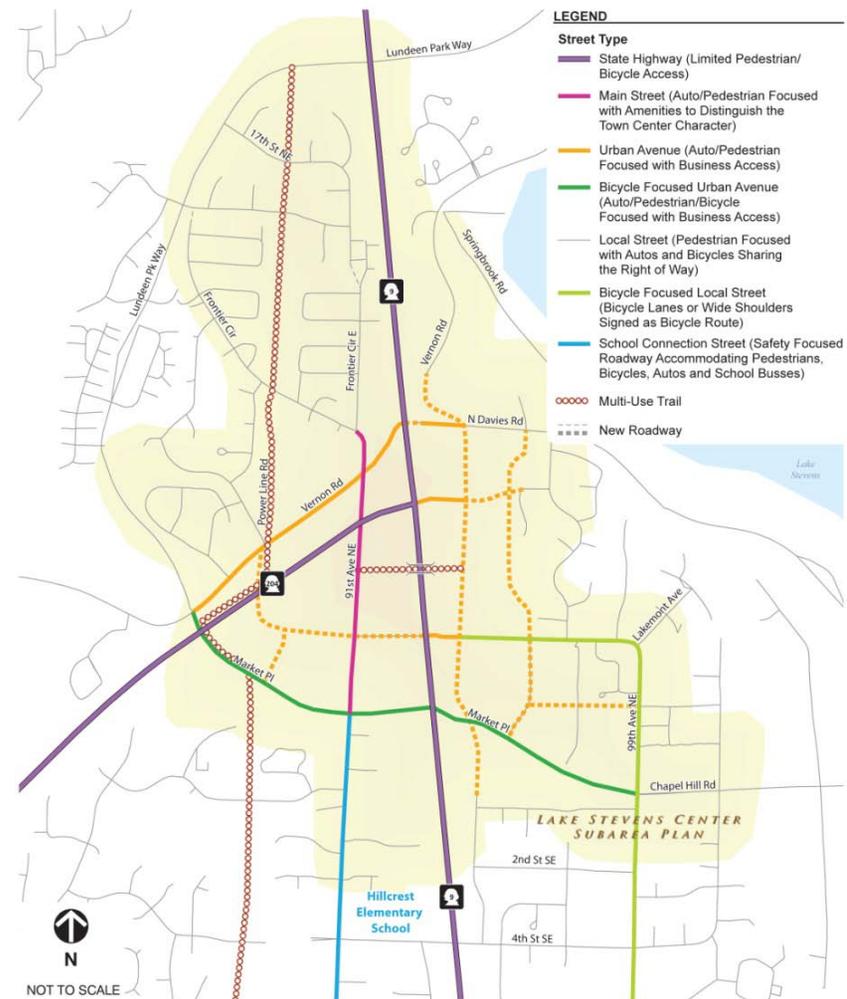


Figure 5.12 Layered Street Network



Figure 5.13 Possible roundabout on 91st Avenue NE between Market Street (bottom of photo) and SR 204 (off photo to north)

4.1.3 Adopt a unique set of transportation design guidelines for the layered street network to distinguish the subarea within the City.

For example, roundabouts could be built to keep traffic moving and provide a gateway to a main street, as illustrated in Figure 5.13 on 91st Avenue NE or Figure 5.14 for the intersection of Market and 99th Avenue NE.

Policy 4.2 – Level of Service

4.2.1 Adopt Level of Service (LOS) standards that are consistent with the modal priorities for a given street type.



Figure 5.14 Possible mini-roundabout on 99th Avenue NE south of Market Street (top of photo)

4.2.2 Adopt an automobile LOS D standard on the major arterials that focus on moving freight, regional traffic, and transit.

4.2.3 Adopt LOS E or F conditions during the peak one hour of travel per day if the additional lanes required to provide LOS D or better conditions would seriously degrade access by other modes of travel or would lead to a streetscape that is inconsistent with the design vision for the subarea.

Policy 4.3 – Streets, Connectivity, & Safety

4.3.1 Identify additional public streets or significant re-alignment of existing streets to achieve more connectivity and accommodate infill development as it occurs.

- For example, connecting roadways could be built between some cul-de-sacs and existing roadway barriers removed.

4.3.2 Establish standard block lengths to aid in the formation of an effective transportation and circulation grid.

- For example, block lengths should not exceed 300 to 400 feet in length.



Figure 5.15 Example of a well-designed public crossing

4.3.3 Where appropriate, streets should provide mid-block crosswalks on long blocks to allow more frequent crossing opportunities and reduce jaywalking as illustrated in Figure 5.15.

4.3.4 Require single-family residential neighborhoods to provide attractive and landscaped pedestrian and bike connections through cul-de-sacs to adjacent streets or greenbelts during the subdivision or other land use approval process(es).

4.3.5 Require landscaping or equivalent to buffer pedestrians from vehicle travel.

4.3.6 Implement Safe Routes to Schools programs for Hillcrest Elementary School, Lake Stevens Middle School, and Skyline Elementary School.

Policy 4.4 – Trail Connections

4.4.1 Develop active transportation links, including an off-street trail network that connects commercial, retail, civic and residential areas to each other.

4.4.2 Encourage pedestrian connections to connect the two halves of the Lake Stevens Center that may include a dedicated pedestrian crossing or enhanced crosswalks across SR-9 to allow shoppers to park once and then walk between their destinations.

4.4.3 Encourage the development of a multi-use trail along the power line corridor to connect the Lake Stevens Center to the 20th Street SE Corridor as a future element of the Parks and Recreation Plan.

4.4.4 Encourage the development of multi-use trails, like the trail depicted in Figure 5.16, through future and existing greenbelts and other open spaces, in the subarea, through the subdivision or other land use processes.



Figure 5.16 Well-designed public trail that could connect different neighborhoods, districts, or city

4.4.5 *Develop trail standards for major trails and those adjacent to residential areas that include pedestrian-scale and energy efficient lighting to ensure safety and encourage use during the winter months.*

Policy 4.5 – Enhance Transit

4.5.1 *Support expanded transit service to allow convenient access to regional destinations, retail and employment centers, schools, and residential areas.*

4.5.2 *Encourage the development of amenities, such as shelters, benches, and lighting to provide a comfortable and safe environment for transit passengers in coordination with Community Transit as shown in Figure 5.17.*



Figure 5.17 Public transit facility

5. Sustainability & Natural Resources

The subarea contains wetlands, a rolling terrain with stands of trees, open fields, interwoven into an otherwise urban environment. Redevelopment and infill projects should integrate into the natural systems of wetlands, creeks, and greenbelts, subject to the City’s adopted critical areas regulations and take advantage of the natural setting that offers views of the lake and mountains. To enhance and upgrade the area, the city should continue to support the retention and/or replacement of existing trees and natural vegetation including significant trees. The subarea contains a moderate amount of

wetlands, which provide valuable stormwater detention and habitat functions.

Goals

Goal 5: Redevelopment and infill projects should apply best management practices, integrate site design with elements of natural environment such as existing vegetation and significant trees, and take advantage of lake and mountain views.

Policies

Policy 5.1 – Integration of Built Environment & Natural Features

5.1.1 *Require the retention of a minimum percentage of existing trees and natural vegetation as part of new or revised zoning regulations.*

5.1.2 *Where feasible, natural vegetation and topography should be preserved and integrated with built elements of the development site to protect habitat and prevent slope erosion.*

5.1.3 *Parking lots should be designed as a collection of smaller lots, separated by landscaping and “stepped” to follow natural topography, as feasible.*

- *Wholesale grading and benching to create large contiguous parking lots is discouraged.*
- *New trees of significant size should be required for new parking lots.*

5.2.5 *Incorporate natural resources, view corridors, and sensitive site characteristics as amenities and design elements to enhance the character of the subarea.*

Policy 5.2 – Stormwater & Critical Areas

5.2.1 *Recognize the importance of natural and critical areas and ensure that all development within the subarea protects ground water, surface water hydrology, and wildlife habitat in a manner consistent with the City’s adopted critical areas regulations.*

5.1.4 *New development should avoid construction on portions of the site characterized by steep slopes, both to avoid threats to building safety and to preserve natural landforms.*

5.2.4 *Focus the location of new development away from natural resources and critical areas.*

5.2. *The management of stormwater is an integral part of urban infrastructure. As this subarea redevelops and intensifies, investments will be necessary to manage flows, protect natural systems, and encourage infiltration consistent with the requirements of the latest version of the Department of Ecology’s Stormwater Management Manual for Western Washington.*

Policy 5.3 Sustainability and Low Impact Development

5.1.5 *New development should incorporate “best practices” in Low Impact Development, stormwater management and protection of wetlands*

5.2.3 *New development within the subarea should utilize a variety of environmental enhancement and low impact techniques such as rain gardens, pervious pavement, and other appropriate techniques as appropriate and feasible.*

5.1.6 *New buildings should incorporate Leadership in Energy and Environmental Design (LEED) standards of the U.S. Green Building Council and include features such as green roofs, rainwater harvesting, pervious paving, water-and energy-efficient fixtures, and renewable building materials.*

5.1.7 *The zoning code and design guidelines and standards should offer incentives for implementation of Low Impact Development and LEED development.*

6. Public Places & Community Facilities

Community Gathering Places can come in many different forms. Obviously, park and community centers are gathering places as are centralized plazas or squares. Less formal gathering areas can include

quiet residential courts, natural open spaces, and outdoor seating tied to restaurants or cafes.

Investment in or planning for public and semi-public spaces is critical to attract high-quality residential and employment developments. Developers will expect to see a commitment by the City to build or plan for a network of parks, trails and community facilities. Developers will be more willing to contribute to the network if they see actions by the local government in planning, financing and building new spaces.

Over time, a variety of parks may be beneficial throughout the subarea that could be recreation-oriented; others should be passive and offer a chance for respite and quiet. In addition to formal parks, the land use code should require (and /or provide incentives) usable publicly spaces. The subarea plan should also encourage some type of private entertainment facility in the area, such as movie theatre or bowling alley.

Goals

Goal 6: Invest in and/or plan for public and semi-public opens spaces to attract high-quality residential and employment development throughout the subarea.

Policies

Policy 6.1 – Parks

6.1.1 *Identify high-level parks and recreation planning needs for the subarea, such as recreational preferences and general locations of spaces needed to serve the anticipated population.*

6.1.2 *Incorporate identified parks and recreation needs with future updates to the Parks and Recreation element of the Comprehensive Plan.*

6.1.3: *The City should explore possible recreational uses along the power line corridor with the affected power companies and private property owners.*

- This could include pea patches, parks, or trails as part of a future master plan as part of the Parks and Recreation Element of the Comprehensive Plan.

Policy 6.2 – Community Gathering Places

6.2.1 All development should provide plazas, courtyards, and gardens for people to enjoy themselves outside, whether it's a few people or hundreds.

6.2.2 The land use regulations should consider a “sliding scale” requirement for public spaces. Some will tend to be used principally by employees, local residents or shoppers.

VI. Development Typologies, Layered Street Network, and Trails

A. Building Typologies

1. Retail

Commercial uses in the Lake Stevens Center will accommodate smaller retailers near residential neighborhoods or mixed-use areas and mid to large sized chain stores that cater to more traditional commercial needs. The Lake Stevens Center anticipates at least two distinct types of retail development to emerge in specific nodes or districts.

- This first core node, east of SR-9, would function as regional retail center; and
- The second area, along 91st Avenue NE, would function as a more intimate “main street” like shopping district.

Both areas have some older buildings toward the end of their economic lives ready for redevelopment. Future developments should recognize and respect natural areas. Multistory buildings will increase the value of these locations and offer views of the lake and mountains. Future development should also recognize pedestrian-oriented areas by restricting parking to the side or the rear of the building.

a. Retail Centers

Core retail areas will accommodate large-scale stores and cater to the shopping needs of the local and regional market in eastern Snohomish County. This area would be primarily a regional retail center that could include anchor tenants (major retailers) junior anchors (mid-size retailers) and small retailers alongside some service providers and entertainment amenities. Buildings will range from single story buildings with surface parking to multistory buildings with structured parking. Figures 6.1 and 6.2 provide examples of basic building typology for large retail centers to emulate.

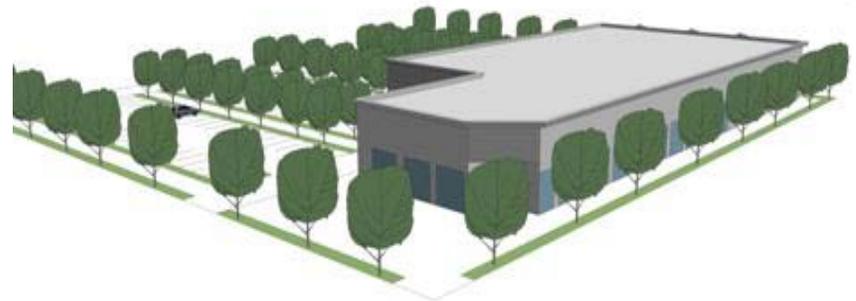


Figure 6.1 Rendering of large-scale store with abundant landscaping

Figure 6.2 Well-designed large-scale and smaller scaled stores



b. Main Street at 91st Avenue NE

Intensive redevelopment along 91st Avenue NE could create a “main street.” Mixed-use or smaller scale retail could flank both sides of a redesigned street with wider sidewalks, street trees, and narrower vehicular lanes. This area would cater primarily to mid to small retailers, service providers, and may include high-density residential developments. These areas may require different regulations to facilitate the emergence of preferred development patterns over time. Figures 6.3 and 6.4 illustrate what the area could look like following redevelopment into a dynamic main street.



Figure 6.3 Rendering of a medium sized store

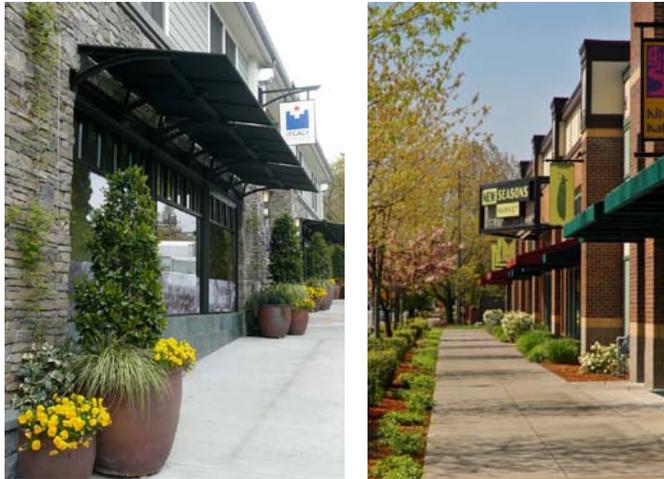


Figure 6.4 Examples of main street storefronts

2. Office

A combination low and medium intensity office uses, located adjacent to commercial areas, will support employment opportunities within the Lake Stevens Center. Anticipated uses include dentists and doctors, insurance agents, travel agents, attorneys, architects, etc.

a. Mid-Rise Office

In response to the more built-up nature of Lake Stevens Center, the subarea should include mid-rise multistory office buildings that conserve land and incorporate structured parking, as illustrated in Figure 6.5. The mid-rise developments will provide employment opportunities locally and regionally and serve surrounding neighborhoods.



Figure 6.5 Illustration of a multistory office building

b. Low-Rise Office

Low-rise office or professional buildings, as illustrated in Figure 6.6, would provide the service and employment needs of the surrounding neighborhood. These small-scale professional businesses should reflect the scale and character of the surrounding residential neighborhoods.



Figure 6.6 Illustration of a low-rise office building



Figure 6.7 Illustration of a mixed-use office building

3. Mixed-Use

The mixed-use typology is designed to accommodate and be applied to areas within an established commercial or office districts to allow for a full range of retail, service, residential, and business uses within a local and regional market area. The desired character of this typology envisions buildings oriented to the sidewalk, especially at corners.

Mixed-use developments typically take one of two forms: horizontal and vertical.

- Horizontal mixed-use developments are suburban in nature typically and consist of different, but compatible land uses such as multifamily housing and neighborhood retail on a single site or within close proximity to a commercial center. This pattern may be appropriate in transitional areas.
- Conversely, a vertical mixed-use project, as proposed in portions of the Lake Stevens Center, typically consist of stacked, complimentary land uses. Besides maximizing the limited amount of space in existing developed areas, this approach creates a pedestrian-friendly urban form. Figure 6.7 illustrates a typical vertical mixed-use building that could be constructed in portions of the Lake Stevens Center.

a. Residential over Retail

The goal of Residential over Retail, as illustrated in Figure 6.8, is to generate intensity at the street level. As previously described, this is easily achieved by orienting the parking behind the building. Other pedestrian-oriented features include:

- Large ground floor retail or office uses (typically 12-14 feet);
- Spacious sidewalks that can accommodate two or more people; and
- Locating primary entries to the street or to the corner to define the intersection.

These development patterns are envisioned along the proposed “Main Street” and in the Commercial Core, with the latter replacing a portion of existing surface parking over time.



Figure 6.8 Photo of Residential over Retail building



Figure 6.9 Photo of Office over Retail building

b. Office over Retail

Office over Retail buildings typically provide compact retail and employment uses and often require additional parking, which in many cases triggers the need for some type of parking structure. The intent of this building type is to promote intensity and development of employment related land uses. Successful mixed-use environments with structured parking exhibit the following characteristics, as exhibited in Figure 6.9, and described below:

- Entries are located along primary street frontages with secondary entries from the parking area.
- Parking is accessed from the rear of the site, where possible.
- Sub-grade or above grade structures are acceded from a side street or alleyway.

4. Multifamily Residential

Multifamily residential land uses (condominiums and apartments) proposed in the Lake Stevens Center subarea are expected to be 4-5 stories with a common street frontage and structured or surface parking behind or to the side of the building. Multifamily areas would occur adjacent to commercial and office districts and buffer less intensive single-family neighborhoods. Buildings will likely include a common or shared open space that encourages neighbors to gather and children play. Neighborhoods that include a mix of housing types and a range of affordability promote diversity-allowing singles, families as well as seniors to stay part of the community.

- Buildings should be oriented toward the street to create a consistent and unified edge.

- Street facades would be landscaped to soften the appearance of the building and provide a transition from the public to the private realm.
- Where feasible, the primary street facing façade shall be oriented to a public amenity such as a park, neighborhood retail or a community service or a civic use such as a library or a post office.

Figures 6.10 and 6.11 shows the multifamily typology and photographic examples.

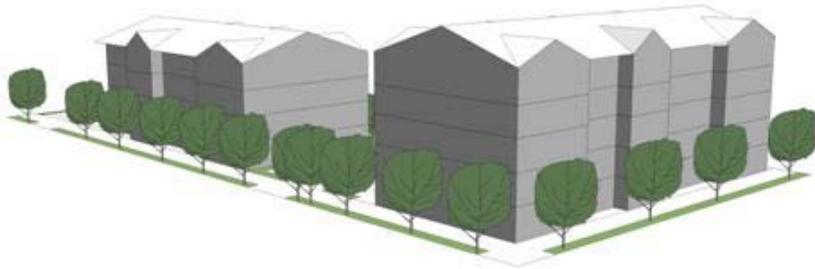


Figure 6.10 Illustration of a multifamily housing complex



Figure 6.11 Examples of a well-designed multifamily housing

B. Layered Transportation Network

1. Layered Street Network

The Lake Stevens Center will include a layered street network that prioritizes various types of travel on different roadways, to help reflect and emphasize the character of the neighborhood:

- State Highways SR-204 and SR-9 serve as the main arterials for freight, public transit, and commuter traffic. These arterials should efficiently transport these modes, by providing turn lanes at key intersections, sidewalks (where allowed by WSDOT), and high visibility crossing treatments. Enhance the streetscape by including landscape buffers and planted medians where right-of way is available as allowed by WSDOT.
- 91st Avenue NE functions as a “main street” between Market place and Vernon Road as illustrated in Figure 6.12. This corridor supports automobile and pedestrian traffic with on-street parking. It will also include special amenities such as benches and public art to distinguish this corridor as a town center. South of Market Place, 91st Avenue will transition into a school route and function as the main western connector to the 20th Street SE Corridor that would need to carry design amenities between the two subareas.



Figure 6.12 Possible Main Street section

- Urban Avenues– Urban avenues should focus on convenient auto and pedestrian access to businesses, with some streets geared toward bicycles. These streets should provide an active pedestrian atmosphere with wide buffered sidewalks as shown in Figure 6.13.



Note: Roundabouts could be implemented to eliminate the need for a center turn lane.

Figure 6.13 Possible Urban Avenue section

- Local Streets– Smaller low-speed local streets emphasize bicycle and pedestrian travel alongside reduced automobile use as shown in Figure 5.13. These streets should feature curb, gutter, buffered sidewalks and bicycle lanes or widened shoulders if traffic volumes exceed 2,000 vehicles per day.

This category would include an enhanced 99th Avenue SE that would function as the main eastern connector to the 20th Street SE Corridor and carry design amenities between the two subareas.

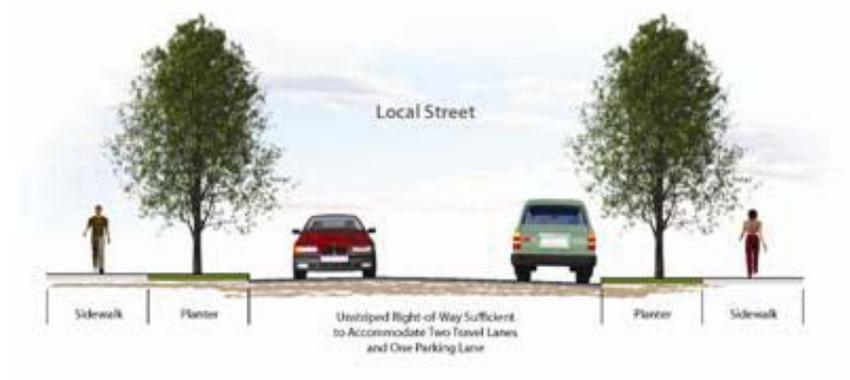


Figure 6.14 Possible Local Street section

- School Connection Streets– These streets could be any class of street, but with the ultimate focus on providing safe access for pedestrians, bicycles, automobiles, and school buses. These streets should operate at low speeds and use high visibility crosswalks, as illustrated in Figures 6.15 through 6.17.



Figure 6.15 Possible School Connection Street section



Figure 6.16 Possible Bicycle Focused Urban Avenue section



Note: Incorporate mini-roundabouts as needed.

Figure 6.17 Possible Bicycle Focused Local Street section

2. Alternative Measures of Transportation Performance

Rather than adopting an auto-oriented LOS, a design-based approach for the non-arterial roads in the subarea may be appropriate. A design-based approach looks to the primary function of the roadway, as defined by the layered network, to allocate the limited right-of-way between different transportation modes. For example, a pedestrian oriented street should not be more than three lanes across and should feature buffered sidewalks and frequent crossing opportunities. On these non-arterial roads, it may be inappropriate to add vehicle lanes simply to meet an arbitrary vehicle LOS standard because doing so would compromise the quality of travel for other modes.

C. Trail Network

In addition, to the street network discussed in the previous section, the subarea includes a trail network to provide non-motorized connections throughout the subarea. The trail network will include multi-use trails, for recreational purposes along the power line corridor; paved pedestrian trails, to connect neighborhoods and shopping centers; and soft trails, to provide low-impact access to green belts, open spaces or along the buffers of critical areas.

1. Multi-use trail

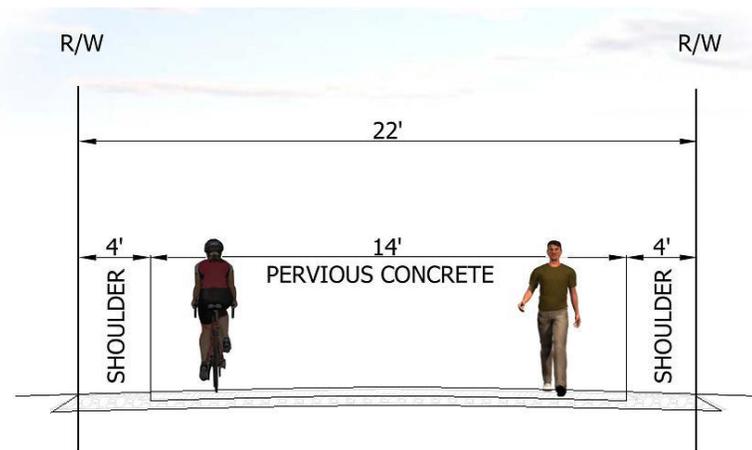


Figure 6.18 Multi-use trail cross-section

2. Pedestrian trails

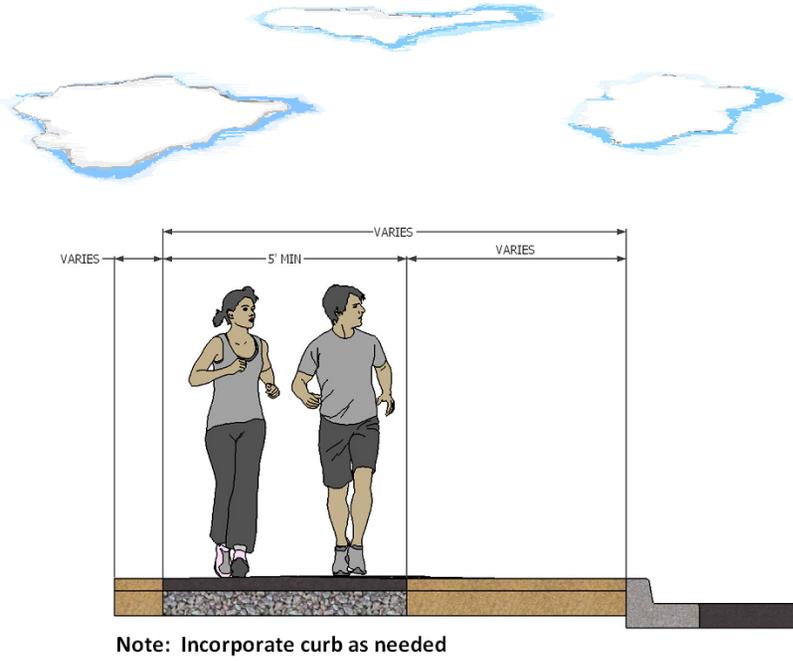


Figure 6.19 Paved pedestrian trail cross-section

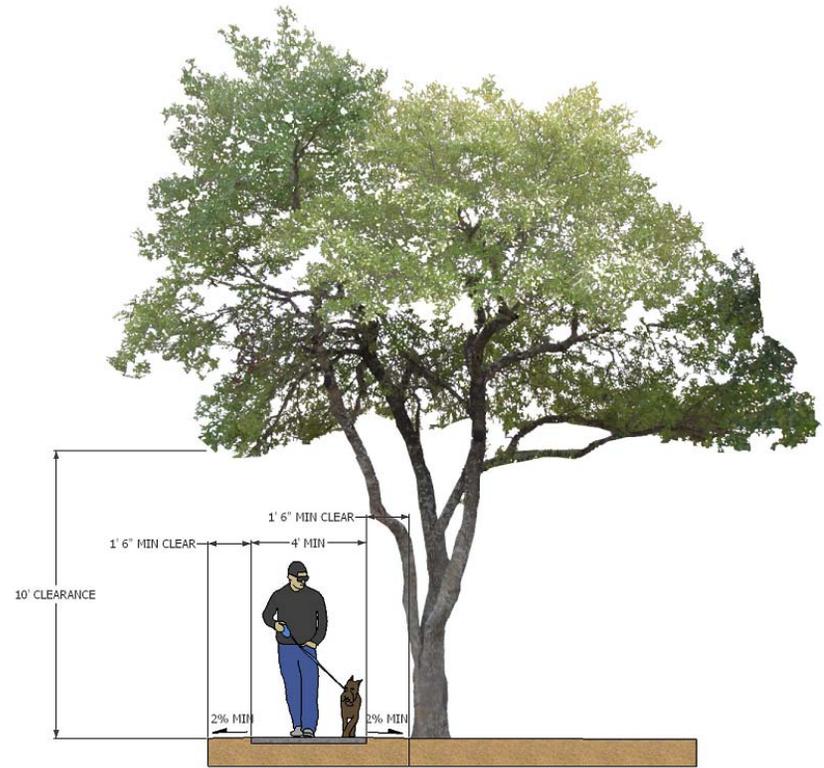


Figure 6.20 Soft pedestrian trail cross-section

VII. Implementation

A. Market and Promotion

As the previous report on economic development pointed out, the City can choose to be passive in its attitude about development. However, this means that the transformation of an area will be longer, along with its concomitant benefits of increased tax revenues. In recent years, many communities have accelerated the pace of change by actively promoting themselves and reaching out to developers, companies and real estate professionals with a deliberate marketing approach. The City should prepare a plan to identify individuals and groups who could take on this role. The subarea could see development much earlier by the more assertive method.

B. Partnerships

No city on its own can cause a transformation of an area in all its many forms, nor does it have the financial resources to accomplish that. The City should identify strategic partners who can contribute resources, investments, and efforts to implement the Lakes Stevens Center subarea plan. Partners include utility districts, the school district, the County, state agencies, non-profits, civic organizations, and private developers.

C. Gateways and Wayfinding

To capitalize on the positive changes envisioned in the subarea plan, the City should establish a comprehensive Gateway and Wayfinding program in the future. The objective for establishing a Gateway and Wayfinding program is to develop a cohesive identification system through public signage. Future signs could reflect the unique character of the subarea and its diverse residential and commercial areas and provide clear direction to amenities, businesses, and services within the subarea for visitors and residents. A successful Gateway and Wayfinding program is a key tool to enhance economic development and help establish an attractive and dynamic subarea that connects the subarea seamlessly to greater Lake Stevens.

VIII. Associated Documents

The Subarea Plan provides guidance for the Vision, but the plan is implemented through land use regulations, design guidelines, capital facilities plan and the planned action ordinance. In addition, amendments were made to the existing Comprehensive Plan elements and Title 14 of the Lake Stevens Municipal Code for consistency with the Subarea Plan and associated documents.

A. Zoning

The adopted land use regulations, maps and standards, focus on how a site must be developed. These regulations typically deal with such things as building height, setbacks, and landscaping. These clear and objective elements promote the basic structure of the subarea and are therefore mandatory. By requiring all development within the subarea to follow the same regulations, the subarea will result in a cohesive district.

B. Design Guidelines

Design Guidelines typically overlay development standards. Design Guidelines are divided between site and building elements. They are intended to initiate discussion about the types of design elements that create an aesthetically pleasing and vital subarea. The design elements described in this section comply with the City of Lake Stevens's Vision Statement and Comprehensive Plan. Design guidelines provide a framework for how the subareas look, function, and feel. Design guidelines assist developers, property owners, architects, planners, elected officials, and interested citizens understand the types of projects that comply with the community's vision for a vibrant and attractive subarea.

C. Capital Improvement Plan

This Capital Improvement Plan describes utility infrastructure required for redevelopment of the Lake Stevens Center including Transportation, Sewer, Water, and Stormwater. Proposed infrastructure projects are described with typical costs estimates in

accordance with Washington State law. The Capital Facility Plan also describes likely funding mechanisms for infrastructure projects.

D. Environmental Impact Statement (EIS) and Planned Action Ordinance

The City of Lake Stevens adopted the Lake Stevens Center Subarea Plan as a Planned Action. A Planned Action is a tool that cities can use to provide regulatory certainty and encourage economic development by streamlining SEPA review for subsequent projects consistent with the plan. The State Environmental Policy Act (SEPA) authorizes this tool. Planned actions operate by allowing jurisdictions to perform up-front SEPA review for specific areas, such as subareas.

A Planned Action is designated by ordinance following preparation of an Environmental Impact Statement (EIS); the EIS evaluates the impacts of growth anticipated in the subarea plan and identifies mitigation measures that the City will require of future development. The Planned Action Ordinance identifies the criteria for project to satisfy. These criteria relate to the type of land use proposed, whether its impacts have been addressed in the EIS, and whether proposed mitigation measures are sufficient. A development proposal that meets these criteria qualifies as a planned action project and does not have to go through an independent SEPA process.

E. Planned Action Submittal Packet

Development projects submitted within the adopted subarea must request review as a Planned Action Project and apply for a Pre-Application Meeting. A Planned Action Submittal Packet is available for interested applicants to assist them in developing within the subarea in a timely manner.